that Memel is at present Lithuania's only practicable access to the sea. Moreover, since 1923 a large number of important industries have been established in and near the town with the object of supplying the Lithuanian hinterland; and thus a large proportion of Lithuania's industries are located in Memel. While these two circumstances have undoubtedly led to a noteworthy increase in the economic importance of Memel since the War, Memel has suffered much, on the other hand, through the closing of the Polish-Lithuanian frontier since 1920; for, as the result, what was formerly her chief source of income, namely the handling of timber floated down the Niemen from Poland, has ceased to exist.

At present over three-quarters of Lithuania's exports by value, and over two-thirds of her imports, are effected by sea through the port of Memel. In addition, goods are imported through Memel in transit for Russia and sometimes Latvia, and the same is true of exports. Traffic through Memel (in net registered tons) is now more than three-quarters that of Tallinn. During the last few years the practice of importing or exporting through the Latvian port of Liepāja has somewhat decreased in favour of Memel.

To this the completion in 1932 of the Siauliai–Telsiai–Kretinga railway has greatly contributed, since previously railway communication between Central Lithuania and Memel involved a long detour, either to the south, almost as far as Tilsit, or to the north through Latvian territory; and Liepāja was thus nearer to Kaunas than was Memel. The result of this increase can be seen from the following table:

TABLE 12. *Imports, Exports, and Shipping through Memel, 1932–7*

	Exports from Memel by sea (mill. lits)	*Percentage of total Lithuanian exports*	*Imports into Memel by sea (mill. lits)*	*Percentage of total Lithuanian imports*	*Shipping entered through Memel ('000 net registered tons)*
1932	123·6	65·4	78·3	46·9	519·7
1933	106·6	66·6	79·0	55·6	600·7
1934	97·3	66·1	83·9	60·5	622·8
1935	118·2	77·6	80·0	62·2	691·3
1936	149·4	78·4	106·2	68·0	788·5
1937	157·0	75·3	145·0	68·0	844·7

Out of the 844,700 net registered tons of shipping entering Memel during 1937, 294,400 tons were German, 150,000 Swedish, and 145,800

locus standi) protested at Kaunas, but were told that the law was valid under the Statute and could not be altered, although guarantees could be given that it would not be used for other than its ostensible purpose.